1	2	3	4
3	Bihar	1145.827	824.987
4	Himachal Pradesh	162.107	161.346
5	Jharkhand	435.454	375.033
6	Karnataka	732.164	684.432
7	Madhya Pradesh	989.651	904.58
8	Maharashtra	1616.488	1246.055
9	Manipur	39.177	40.631
10	Nagaland	43.182	44.794
11	Orissa	705.284	733.592
12	Rajasthan	623.134	594.57
13	Uttar Pradesh	2283.139	2237.063
	TOTAL	10536.466	9580.062

*Note: 1. Offtake may include backlog of allocations in earlier months as well as advance lifting for subsequent months.

2. Firmed up details on offtake during November, 2009 are yet to be received.

Orissa has been declared drought affected State on 21.11.2009. No additional allocation of foodgrains to the State has been made so far as no request for such allocation of foodgrains has been received from the State Government.

Special trains for Idu'l Fitr and Idu'l Zuha

*339. SHRI MOHAMMED ADEEB:

SHRI SABIR ALI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of special trains operated on the occasion of Idu'l Fitr and Idu'l Zuha during the current year;

(b) the details of the requests received for the purpose;

(c) the details of those requests which were accepted and acted upon and those which were not considered; and

(d) the reasons for non-consideration?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (d) Special trains are run on various sectors for clearance of extra passenger traffic during peak seasons and festival period including Idul'l Fitr and Idu'l Zuha keeping in view the pattern of traffic, operational feasibility and availability of resources. The basis of running special train is mainly past experience and anticipated rush which may be due to different reasons including the occasion of festivals. Separate data for special trains run for a specific festival is not maintained.

Special trains are also run by Railways on Full Tariff Rates as per specific request made by a party.

Requests for special trains are received at various levels *i.e* Station, Division, Zonal and Railway Board and necessary action as found operationally feasible and commercially justified is taken. No compendium of statistics for such requests is maintained.

Ship-breaking at Alang

*340. SHRI GIREESH KUMAR SANGHI:
SHRI SANTOSH BAGRODIA:

Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that the ship-breaking facility at Alang is still functional despite complaints of occupational and environmental hazards involved in ship breaking by semi-skilled or unskilled labourers in unprotected working environment;

(b) if so, the reasons therefor;

(c) whether it is also a fact that yet another ship was recently brought to Alang; and

(d) if so, the steps taken by Government regarding the said ship?

THE MINISTER OF STEEL (SHRI VIRBHADRA SINGH): (a) and (b) Ship breaking activities are undertaken at Alang and the operational procedures are being followed as per the directions issued by the Hon'ble Supreme Court. As per the order of the Hon'ble Supreme Court of 17.02.2006, a Central Technical Committee (CTC) under the Chairmanship of Secretary, Ministry of Environment and Forests was set up to regulate various activities of ship breaking industries. The CTC gave its recommendations touching all aspects of ship breaking. The recommendations are operative by virtue of the Supreme Court Order dated 6-9-2007. Pursuant to the directives of the Hon'ble Supreme Court, a series of measures have been taken for attenuating the hazards of ship breaking and for improving the working conditions at ship-breaking yards. Consequently, detailed protocols and procedures have been put in place for scrutinizing ships arriving for breaking and for handling and disposing of hazardous materials and wastes. The provisions of existing rules take adequate care of the hazards of ship breaking. Further, as and when any shortcomings are noticed, remedial steps are taken.

(c) and (d) A passenger ship "Platinum-II" was anchored at Bhavnagar Anchoring Point on 6.10.2009 with the permission of the Gujarat Maritime Board (GMB). The Union Ministry of Environment & Forests (MoEF) had constituted a Central Technical Team to inspect and examine the ship, since it was alleged that the ship was carrying hazardous materials. The team inspected the ship and submitted its report on 26th October, 2009. As per the report, there are no hazardous and radio-active materials on board the ship in loose form or as cargo. However, hazardous materials like asbestos, polychlorinated biphenyls (PCBs) and radio-active materials are present in the ship as part of its structure.